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RAILROAD KINGS—SCOTT, GARRETT, GOULD.  
GRANDIEF OF SCHEMES AND CONFLICTS—SOUTHERN ROUTES AND CONNECTIONS—COMPENDIOUS HISTORY OF RAIL-ROADING IN THE U. S.

[From the New York Journal of Commerce.]  
The railroad routes South—being the "Piedmont Route," the "Coast Route" and the "Great Southern Mail Route"—have systematized matters so that they now make the trip to New Orleans in seventy-four hours. It is interesting to look into this subject, now that travel from the South to this city is so great, and see what is doing to complete our connections in that quarter. The men who are battling for the mastery in that direction are Messrs. Thomas A. Scott, John W. Garrett and Jay Gould. It is difficult to separate the works from the men, so first we take

THOMAS A. SCOTT.  
of the Pennsylvania railroad. Starting from New York we have Mr. Scott's connections through to New Orleans. They are made up by the Camden and Amboy, and nearly all the across, or part across Jersey railroads that point southerly from here. In going to New Orleans over this line there were, until recently, eleven changes of cars. These were at Washington, Aquia Creek, Richmond, Petersburg, Weldon, Wilmington, N. C., Kingsville, Augusta, Atlanta, Montgomery and Mobile. Now there are only two, and in about three weeks, when the Atlantic road is to be finished, the trip between New York and New Orleans will be accomplished without a single change of cars. Strenuous efforts have for years been made to get a through connection under one ownership between New York and Washington. The war came between the time when railroads began their great career of success and the time they got under full sail. During that period the prosperous North and West hurried them along, while the depressed South suffered in the railroad line as well as other lines of business. When the war closed there were Northern competitors that looked southward, and it appears that Mr. Scott stepped forward

MORE BOLDLY THAN THE REST.  
He built, leased and bought, and succeeded south of Washington till now he owns, or rather the Pennsylvania Road owns or has leased a route and branches to New Orleans, except the road from Aquia Creek to Richmond (81 miles), and from Mobile to New Orleans (140 miles). The former belongs to the Richmond, Fredericksburg and Potomac Company, who own the Chesapeake Bay steamers, and the latter to the Morgans, who own the Gulf steamers. Both these are making money, and will not sell out or perpetually lease to Scott. By passing a free railroad law at the next session of the Virginia Legislature he hopes to connect the Bay Line people and build a connection between Aquia Creek and Richmond.

Mr. John M. Robinson, Gen. William Mahone and Mr. N. L. McCready, representing in Virginia the Bay Line of steamers, and Richmond, Fredericksburg and Potomac Railroad, the Atlantic and Mississippi Consolidated Line, and the Old Dominion Steamship Company, are FIGHTING SCOTT AND FAVORING GARRETT.

As for the Mobile and New Orleans road, the Morgans will not sell it. The route is in a continuous marsh, and it would not pay Scott to build there as long as he can rent Morgan's road at anything like a reasonable figure. There is no connection through to New Orleans owned by one company. The Pennsylvania (a central one) connects with the Chesapeake Bay, and the Great Southern Mail route and the Coast Line both run a considerable distance over the Pennsylvania Company's lines, and could be stopped by refusal of the latter to let them run after the end of short leases, or by votes in the directories, owned by the Pennsylvania Company and its friends. The simple fact is, so far as control goes, that Mr. Thomas A. Scott to-day controls all the through rail communications south of Washington to New Orleans, directly or indirectly. The first step of opposition to that great railroad king, Mr. John W. Garrett, was in 1866 or 1867, when Col. John W. Forney and a number of others in Washington picked up, from the possession of an old canal boatman in Maryland.

AN OLD CHARTER FOR A RAILROAD.  
Mr. Clinton Lloyd was the moving and responsible spirit in that affair. They let the owner in, and putting money into the scheme, secured necessary amendments and extensions from the Maryland Legislature, and the rights of entry into Washington from Congress. Then they commenced work, and before they had gone far, Mr. Scott came along, paid the owners of the franchise (seven or eight in number) \$40,000 apiece, and built the Baltimore and Potomac Railroad, between Baltimore, Washington, and a point near Oceanview. It has been completed for several months, but the connecting tunnel in Baltimore was finished only a few days ago. It was necessary up to last week to land passengers over two miles from the heart of Baltimore, and for that reason the road was not much patronized as a local road between Baltimore and Washington. Last week

THE TUNNEL IN BALTIMORE  
was completed to a connection with the Northern Central Railroad, owned by the Pennsylvania Company. On Sunday night a train started from here by way of Philadelphia, Lancaster, York and Baltimore to Washington, over a through route owned by the Pennsylvania Railroad Company. It goes by the Pennsylvania road (old Camden and Amboy) to West Philadelphia, thence by Pennsylvania and Northern Central to Lancaster, York and Baltimore; thence by Baltimore and Potomac to Washington. It avoids the Philadelphia, Wilmington and Baltimore Railroad and the Union Railroad of Baltimore—leaving Wilmington out of the route. It is forty-seven miles further, but makes the same time as the old road. The trip to Washington is made in eight hours. This road gains an advantage in time over the other by steaming through the tunnel instead of using horses through the city of Baltimore, and this in good part affects the difference in length of route. Next comes

JOHN W. GARRETT,  
of the Baltimore and Ohio Company. If Mr. Scott has laid his hand on San Francisco and New Orleans from Philadelphia and New York, Mr. Garrett, a slower and more conser-

vative man, has exhibited his greatness by grasping San Francisco and New Orleans from Baltimore and Philadelphia. Here is a man who for a quarter of a century has studied the law of travel, and been more or less a practical railroadier. In Baltimore Mr. Garrett is as much a leader at business and intellectual gatherings as any man in that city, and his opinion is cherished as a proverb. While Scott combines the dash and steady executive ability for new enterprises, and Gould's lean footstep leaves its imprint on Wall street, Garrett sits quietly in his office. He is a man of powerful nerve, whose large brain is supported by an extraordinary physique and 210 pounds of flesh. He plots and plans and executes, but his conservative judgment is, when set in opposition to such an active man as Scott,

A LITTLE SLOW FOR THE OCCASION.

He elected a solid base for the great fortune he has gathered about him, and his stockholders rub their hands in glee as the big dividends come rolling in. But when Mr. Scott loomed up, he had a foe that necessarily aroused his energies to their utmost, and the great connections and improvements he should long ago have made, have all been made since they became an absolute necessity to the preservation of the riches that centered in his company. It will take him a year or two to do what he finally determined upon; and in the meantime Scott has leaped like a greyhound upon this scene to carry off a share of the honors and profits that Garrett might have borne alone. The Washington branch of the Baltimore and Ohio Railroad carried soldiers and supplies enough during the war to make a great corporation wealthy, and the regular business was so much more profitable. Garrett fought off all railroad schemes between those cities by holding them in the Maryland Legislature till Forney's party fished up the Baltimore and Potomac charter as above described. Then

SCOTT WENT ON TO VICTORY  
till he ran his first train of the New York and Washington line on Sunday last, and the competition is now in dead earnest.

There is a company in Baltimore known as the Union Line of Railway. It owns a tunnel, nearly completed, around the city, and expected either Garrett or Scott, and fact both, to use it, to get them over to the Philadelphia, Wilmington and Baltimore Railroad depot. Garrett has built his freight line to a depot at the warehouses on Locust Point, and will ferry them across to Canton. Scott intended to build an immense elevator on the Canton Company's property, and give a Baltimore outlet to his road there. But he seems to think the Canton Company wants too much money for the place, and the Philadelphia, Wilmington and Baltimore Company having turned a decided pleasant face toward Garrett, Scott has about determined to use the road he owns, from the Washington connection to New York, and avoid both the Canton and Wilmington companies. For a long time Mr. Garrett was in doubt whether he would secure the Wilmington Road in his interests. It seems as if the company wanted to treat with Scott, but they agreed at last to treat with both alike and carry the cars of either at an equal rate. Scott at last demurred to this, and having a road of his own around grew independent and used it. The Wilmington Road must now stick to Garrett, and to Scott's local station freight. And just here arises

ANOTHER INTERESTING FEATURE.

Mr. Garrett has a good opportunity and the disposition to use the New Jersey Southern Road, between Baltimore and New York, owned by the Jay Gould party. Then he has a franchise that will let his company all the way from Baltimore into Jersey City. It is probable that he will build this road in a short time, and thus give us three competing lines of railroad between New York, Philadelphia, Baltimore and Washington. South of Washington the Robinson, Mahone and McCready parties are all working hand in glove with Garrett, or for his interest as against Scott, and the probabilities are that it will not be long before the Baltimore and Ohio Railroad Company will own or control a through southern connection, and thus give

TWO BITTERLY COMPLETING LINES.  
south of Washington to New Orleans. Mr. Garrett is working around Washington from Bladensburg, will connect the Orange and Alexandria Road along the Valley of Virginia, and by the East Tennessee and Virginia Road, others that he will buy, lease or construct, he will get into New Orleans. This brings us to JAY GOULD AND NEW JERSEY SOUTHERN RAILROAD.

Whatever may be said of Mr. Jay Gould, either as president of the Erie Railway, or as a stock speculator, it must be admitted that he is a man of extraordinary ability. He is a wiry, ending, toughly constructed man, whose physical organization is not, however, as strong as his brain requires. It is a wonder that he has existed under the mental strain borne in the vast amount of work he has undertaken and accomplished. But he is a man who would die in the breach his sword had cut rather than endure the humiliation of a defeat. And this, with shrewd and deliberate methods of his planning, has carried him to where he is.

THE CHIEF OPERATOR OF WALL STREET,  
and a railroad man that ranked with Vanderbilt, Scott and Garrett. By securing the New Jersey Southern Railroad he has worked a connection with Philadelphia via Sandy Hook, Long Branch, Manchester, thence by the Camden and Burlington Railroad to Camden. From New York they have the Metropolis, an immense steamer that carries twenty cars of freight to Sandy Hook, and others of the same capacity are building. They have strong boats at Philadelphia that land from Camden to Chestnut st. From Manchester the Toms River Railroad connects for Toms river and Barnegat Railroad connects for Toms river and Barnegat and the Tuckerton Road also connects at Whit-ting's for Barnegat. From Aspin, where the New Jersey Southern makes its deviation for Philadelphia, the road goes southerly and westerly to Vineland and Bridgeton, and thence to Bay Side, on the Delaware Bay. From this point they will have to build powerful

STEAMERS TO CROSS THE BAY,  
and thence across Delaware and Maryland by the Maryland and Delaware road, its connection, and a small strip the company will build, the New Jersey Southern road will reach the Chesapeake Bay and Baltimore. This road is one of inestimable value to the city, taking into consideration the necessity for competition that it will cause between Gould, Scott and Garrett. At Baltimore Mr. Gould will take the Baltimore and Ohio connection south and west, and more and Ohio connection south and west, and compete with the Erie, New York Central and Pennsylvania Central roads for the Western Philadelphia trade. This makes three competing rail lines to Philadelphia, with the early probability of a fourth (Garrett's), and two to Baltimore, with early prospects for two more (Garrett's and Gould's.)

ARE RAILROADS TO SUPERCEDE COAST STEAMERS?  
It is demonstrated by experience that a railroad running out of New York to any other large city is sure to pay handsomely if well managed. Hence there is no probability of

our getting more railroads to Southern cities than we can support. The question whether the railroads will divert the trade of the coast steamers is a difficult one. As to passenger travel, the man who has time to make it, and wants to take the sea trip, will go that way always. As to freight, valuable goods will generally go by rail, because they do not insure by rail, and the insurance by steamer averages as much as the freight by rail. The insurance on a package valued at \$500 from New York to New Orleans is about \$5 by rail for the same package to and from the same points is \$4. Less valuable freight costs less insurance, but road people think they will make enough on dry goods and light packages to compete with the steamers in heavy freights. But the steamship folks seem to be doing well yet, and say their business increases steadily and rapidly.

FANCY GOODS AND NOTIONS.

BELTS! BELTS!  
WHOLESALE AND RETAIL

GREEN'S NOTION HOUSE.

JUST RECEIVED

75 Dozen Ladies' Leather Belts,  
OF EVERY QUALITY.

Undoubtedly the choicest and cheapest BELTS ever manufactured, many of which I am offering at less than factory prices.

CHARLES W. GREEN,  
No. 76 King street.

LADIES' LEATHER BELTS

Green's Notion House.

Call and see the wonderful variety of BELTS just opened, and save money by buying at

GREEN'S NOTION HOUSE,  
No. 76 King street.

BELTS! BELTS!

CHEAP, CHEAPER, CHEAPEST.

GREEN'S NOTION HOUSE,  
No. 76 King street.

FINANCIAL.

BURKE & HERBERT,  
Dealers in  
GOLD, GOVERNMENT BONDS, LOCAL STOCKS, AND ALL FIRST-CLASS RAILROAD BONDS and other good investment securities, have for sale  
VIRGINIA COUPONS, receivable for taxes, FIRST MORTGAGE BONDS LYNDENB'G. DANVILLE R. R. CO., at 75 and interest, CHESAPEAKE AND OHIO 1st mortgage 6 per cent Gold Bonds, at 88 and interest, ALEXANDRIA CORPORATION SIX PER CENT BONDS.  
Any information in regard to investments cheerfully given. my 21

W. D. CORSE, M. D. CORSE, J. D. CORSE.  
BANKING HOUSE OF  
WILMER D. CORSE & CO.,  
Nos. 57 and 59 King St.,  
Alexandria, Virginia.

WILL DEAL IN  
DOMESTIC EXCHANGE, GOLD AND SILVER COIN, UNCURRENT MONEY, RAILROAD BONDS, &c., &c.

GOVERNMENT BONDS and other securities bought and sold on commission. Collections made on all accessible points in the United States, and proceeds promptly remitted. sep 1

FANCY GOODS.

MRS. DREIFUS, No. 100 King street, sells a good LACE COLLAR and SILK TIE for 25 cents.

ENCOURAGE HOME MANUFACTURES  
—On hand and made to order in the shortest notice the finest and best UNDERGARMENTS ever offered in this market at a low price at Mrs. DREIFUS', 100 King street.

GOOD KID GLOVES for fifty cents at Mrs. DREIFUS', 100 King street.

THE CHEAPEST PLACE IN TOWN—Mrs. DREIFUS', 100 King street.

LACE EDGING, EMBROIDERED, FRINGES, &c. A full assortment, and corresponding with all other goods in cheapness. my 2 Mrs. DREIFUS', 100 King street.

PROFESSIONAL.

DR. JAMES B. HODGKIN.  
DENTAL SURGEON,  
(Graduate Baltimore College Dental Surgery.) Office and Residence 95 Prince Street, (Two doors above Royal.) ALEXANDRIA, VA.  
NITROUS OXIDE GAS administered. [aug 2] if

VIRGINIA COUPONS, receivable for taxes, for sale at the Banking House of W. D. CORSE & CO., 57 and 59 King st. my 13

BOOTS AND SHOES.

Boots and Shoes

SPRING TRADE, 1873.

W. B. WADDEY,  
NO. 74 KING STREET.

The largest and best selected stock of  
BOOTS AND SHOES,

ever offered in this market.

The especial attention of the trade is invited to my stock of

LADIES', MISSES', CHILDREN'S, GENTS', BOYS' AND YOUTH'S WEAR,

comprising all varieties and styles, from the heavy Brogan to the most delicate Slipper, made to order, and of the best material.

COUNTRY MERCHANTS will find it to their advantage to examine my stock, from which equally good selections can be made, at prices that will compare favorably with those of the Northern cities.

In the RETAIL DEPARTMENT I have all the latest styles of LADIES', GENTLEMEN'S and CHILDREN'S BOOTS, SHOES, GAITERS and SLIPPERS furnished in the most elegant manner, and warranted durable. Satisfaction in all cases guaranteed. mh 15

COMMISSION MERCHANTS.

JOHN S. GREENE,  
(Successor to Jno. T. Henderson & Co.,) GENERAL COMMISSION MERCHANT,  
No. 8 South Union street.

ALEXANDRIA, VA.  
Particular attention given to the sale of all kinds of COUNTRY PRODUCE. Orders for GUANO and FERTILIZERS, PLASTER, SALT, FISH, SEEDS, GROCERIES, &c., filled at the lowest market rate. [Jan 1] if

GEO. WASHINGTON. R. J. WASHINGTON. WASHINGTON & BROTHER, COMMISSION MERCHANTS,  
NO. 20 UNION STREET, ALEXANDRIA, VA.

Consignments of Grain, Merchandise and all kinds of Country Produce solicited. Special attention given to all business entrusted to them. Prompt returns made. ap 24

W. M. W. HERBERT,  
(Successor to Washington & Herbert,) COMMISSION MERCHANT,  
OFFICE—NO. 11 NORTH UNION STREET, Alexandria, Virginia.

Particular attention paid to the selling of all kinds of Country Produce, and filling orders for Groceries, Guano, Seeds, Plaster, Fish, Salt, Lime, &c., at lowest market rates. feb 7-11

J. C. MILBURN,  
Wholesale and Retail GROCER AND COMMISSION MERCHANT, NEW STORE,  
No. 19 North Royal st., and cor. Market alley, Alexandria, Va.

The proximity of this store to the Market House, "the centre of trade," will enable me to obtain good prices for Flour, Grain and Country Produce consigned to my care. Consignments and orders for Groceries respectfully solicited. They will receive careful and prompt attention. oct 26-11

W. A. SMOOT,  
DEALER IN  
SALT, COAL AND PLASTER  
SMOOTH'S WHARF,  
(Foot of Princess st.) Alexandria, Virginia.

feb 21-11

R. M. LAWSON,  
(Successor to Brown & Lawson,) GROCER & COMMISSION MERCHANT,  
Nos. 67 and 69 Cameron street, Alexandria, Va.

Orders and consignments solicited. feb 13

HOOE & JOHNSTON,  
(Successors to Fowle & Co.,) NO. 2 PRINCE STREET, GENERAL

COMMISSION AND SHIPPING MERCHANTS  
Dealers in all kinds of FERTILIZERS, SALT AND PLASTER Agents of two

NEW YORK & BALTIMORE STEAMERS. Also of the LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY.

feb 5-11

F. G. SWAINE,  
GROCER & COMMISSION MERCHANT,  
No. 22 North Royal street, On hand and for sale a well selected stock of GROCERIES.

Consignments of GRAIN, COUNTRY PRODUCE, &c., respectfully solicited. Strict attention paid to sales, and prompt returns guaranteed. jy 14-11

THOMAS PERRY,  
GENERAL COMMISSION MERCHANT AND AGENT FOR MAGNUM BONTON AND BAUGH'S RAW BONE PHOSPHATE,  
No. 17 King street, Alexandria, Va.

Particular attention given to the sale of all kinds of Country Produce, and filling orders for Guano, Plaster, Farming Implements, Seeds, Groceries, Fish, Salt, Lime, &c., at lowest market rates. aug 31-11

SHINN & CO.  
(Successors to Samuel Hartley,) GENERAL COMMISSION MERCHANTS,  
No. 13 Union street, Alexandria, Va.

Particular attention paid to the selling of FLOUR, GRAIN and all kinds of COUNTRY PRODUCE, and filling all orders for GROCERIES, GUANO, PLASTER, SEEDS, &c., &c., at the lowest market rates.

Agents for the sale of James S. Welch's celebrated brands of FAMILY FLOUR. Agents for the sale of the "ROUND TOP HYDRAULIC CEMENT." jan 6-11

J. BRODERS. J. LANSON. J. BRODERS & CO.,  
No. 11 King street, Alexandria, Va.

GENERAL COMMISSION MERCHANTS Wholesale Dealers in GROCERIES, LIQUORS, PROVISIONS, SALT FISH, AND PRODUCE.

Also keep on hand a general assortment of Cordage, Tar, Pitch, Nails, Lime, Packing, Oils, Lamps and Ship, and Naval Stores. All orders and consignments promptly attended to, and goods forwarded without delay to consignees on or for Dupont's Gunpowder.

XXX Ale and Porter always on hand. Agents for the Baltimore and Potomac Transportation line. mh 10-11

BOOTS AND SHOES.

LADIES' FINE FRENCH KID NEW-PORT TIES, at

WADDEY'S, 74 King street.

LADIES' PARIS TIES, the latest, at

WADDEY'S, 74 King street.

LADIES' PARLOR AND TOILET SLIPPERS, Ladies' French Kid Broadway, Ladies' Lasting Broadway, Turkey Morocco Broadway, French Kid Toilet, Cassimere Toilet, Lasting Toilet, Serge and Carpet Slippers, in every style and quality, at

WADDEY'S, 74 King street.

LADIES' LASTING BOOTS—A large stock of a wide variety of new styles, beautiful and very cheap, at

WADDEY'S, 74 King street.

NEW STYLES LADIES' GAITERS at

WADDEY'S, 74 King street.

BURTS FINE SHOES for ladies, misses and children, at

WADDEY'S, 74 King street.

LADIES' FINE SHOES at

WADDEY'S, 74 King street.

LADIES' HANDSOME BUTTON BOOTS at

WADDEY'S, 74 King street.

LADIES' WALKING BOOTS—A splendid stock, at very low prices, at

WADDEY'S, 74 King street.

LADIES' FRENCH KID VICTORIA TIES, new style, at

WADDEY'S, 74 King street.

LADIES' FRENCH KID EMPRESS SHOES, entirely new, at

WADDEY'S, 74 King street.

MISSES' LASTING BOOTS, in every style, quality and price, at

WADDEY'S, 74 King street.

MISSES' WALKING AND SCHOOL BOOTS—A large stock in every style and quality; prices low at

WADDEY'S, 74 King street.

MISSES' FINE BUTTON BOOTS at

WADDEY'S, 74 King street.

GENTLEMEN'S FINE DRESS BOOTS AND SHOES—A large stock of new styles, very handsome, of the best quality, and at low prices, at

WADDEY'S, 74 King street.

CHILDREN'S SCHOOL AND WALKING BOOTS—A large stock and great variety of styles, at very reduced prices, at

WADDEY'S, 74 King street.

CHILDREN'S FANCY COLORED BOOTS A splendid stock; new colors, new styles, handsome, durable and very cheap, at

WADDEY'S, 74 King street.

INFANTS' BOOTS AND SLIPPERS—a fine stock, in every color, style and quality, at very reasonable prices, at

WADDEY'S, 74 King street.

BOYS' AND YOUTH'S DRESS SHOES—A good stock of new styles, of fine quality, at low prices, at

WADDEY'S, 74 King street.

LADIES' HOUSE SHOES—Large stock and great variety, suitable for old ladies, at

WADDEY'S, 74 King street.

BOYS' and YOUTH'S BOOTS—Kip and Calf—good and cheap, at

WADDEY'S, 74 King street.

LADIES' FINE WALKING BOOTS at

WADDEY'S, 74 King street.

A LARGE STOCK OF HEAVY GOODS, suitable for the country, to which we invite the special attention of country merchants, as they will be sold very low for money, at

WADDEY'S, 74 King street.

A LARGE STOCK OF MISSES' COLORED BOOTS, OF SUPERIOR QUALITY, which will be sold for less than cost at

WADDEY'S, 74 King street.

WE HAVE a large assortment of LOW SHOES and SLIPPERS, out of style, which must be sold without regard to cost, at

WADDEY'S, 74 King street.

NECK RUCHES and RUFFLING, WINDSOR SCARFS, TIES, &c.

Received this day a full supply of the above goods.

RUFFLING, RUCHES, &c., of different patterns and all prices.

WINDSOR SCARFS, all shades, full length and width, at 60c, at

C. C. BERRY'S, 72 King st.

LUMP PLASTER! LUMP PLASTER! LUMP PLASTER!

Cargoes Soft Blue Lump Plaster, per bag Isaac Carver and schr Grace Webster, for sale at market rates by

W. A. SMOOT, Smoot's wharf. jy 7

Genuine CHAMOIS SKIN GAUNTLETS.

Received this day a supply of Genuine French Buck Gauntlets for ladies' wear. For sale at reasonable prices at

C. C. BERRY, 72 King street. jy 26

GRANTS SOUTHERN GRAIN CRADLES.

We have on hand a large stock of the above superior Cradles, which we are closing out at reduced price.

JAS. F. CARLIN & SONS. jy 17

SODA WATER! SODA WATER!

We are now prepared to supply our customers with a cool glass of Soda Water.

my 23 COOK & CREIGHTON.

BRICKS! BRICKS!

250,000 BEST QUALITY now for sale in lots to suit. Apply to

my 29-11 EMANUEL FRANCIS.

WATER COOLERS.

Water Coolers, all sizes, on hand and for sale low at 65 King street.

my 29-30 E. J. MILLER.

LOTS FOR SALE.

TWO LOTS on Pitt street, between Princess and Queen, for sale. Apply to

my 28-11 J. T. STONE, 48 Wolfe st.

SUGARS—Cut, Crushed, Granulated and Soft White Sugars, and Vacuum Pan Porto Rico and New Orleans Brown Sugars for sale at lowest prices by

J. C. MILBURN, 19 North Royal street. jy 2

CANNED FRUITS.

Peaches, Tomatoes, Green Corn; also MIXED PICKLES by the gallon. For sale by

my 23 DAVY &